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October 31, 2022

**VIA ELECTRONIC FILING**

The Honorable Jocelyn G. Boyd  
Chief Clerk and Executive Director  
Public Service Commission of South Carolina  
101 Executive Center Drive, Suite 100  
Columbia SC 29210

**Re: Application of Duke Energy Progress, LLC for Approval of Proposed Electric Transportation Pilot and An Accounting Order to Defer Capital and Operating Expenses  
Docket No. 2018-322-E**

**Application of Duke Energy Carolinas, LLC for Approval of Proposed Electric Transportation Pilot and An Accounting Order to Defer Capital and Operating Expenses  
Docket No. 2018-321-E**

**Annual Electric Transportation Pilot Report Pursuant to Order Nos. 2020-645 and 2020-646**

Dear Ms. Boyd:

Pursuant to the Public Service Commission of South Carolina's Order Nos. 2020-645 and 2020-646 issued on October 15, 2020, in the above-captioned dockets, Duke Energy Carolinas, LLC and Duke Energy Progress, LLC hereby respectfully provide the Commission their Annual Electric Transportation Pilot Report.

Kind regards,

A handwritten signature in blue ink, appearing to read "Sam Wellborn", with a stylized flourish at the end.

Sam Wellborn

Attachment

cc: Parties of Record (via email with attachment)

**Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's  
Annual Electric Transportation Pilot Report  
Pursuant to Order Nos. 2020-645 and 2020-646**

**Docket No. 2018-321-E  
Docket No. 2018-322-E  
October 31, 2022**

For informational purposes, pursuant to Order Nos. 2020-645 and 2020-646 (the “Orders”) in Docket Nos. 2018-321-E and 2018-322-E, respectively, Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP,” together with DEC, the “Companies”) file this Annual Electric Transportation (“ET”) Pilot Report.

**I. Background**

Through the Orders, which approved the Companies’ ET Pilots, the Commission directed that the Companies conduct the following activities:

- conduct an ongoing stakeholder engagement process with interested parties in an effort to understand each parties’ experience with the ET Pilots and the effectiveness of the ET Pilots’ programs;
- host annual meetings to provide stakeholders with updates on the ET Pilots’ programs, and permit stakeholders to ask questions and provide feedback;
- document the annual stakeholder meetings and provide summaries to the Commission as part of the Companies’ annual and final ET Pilot report; and
- submit to the Commission on an annual basis a report containing: (a) data on the number of site hosts flowing through Fast Charge Fees to drivers, the number of site hosts using alternative pricing, and aggregate amounts of such fees collected by charger by year; and (b) data on the aggregate amount collected under such

arrangements by charger by year provided from site hosts offering alternative pricing mechanisms for drivers.

## **II. Stakeholder Engagement**

Following a successful inaugural stakeholder engagement session on September 3, 2021, the Companies held a second stakeholder session on the ET Pilots on September 1, 2022. Like in 2021, the Companies invited a diverse mix of over 200 stakeholders, including residential program participants, businesses, potential site hosts, docket intervenors, among others. At the meeting, the Companies provided background information about the ET Pilots programs, including the plan for continued DEC/DEP Direct Current (“DC”) Fast Charger deployment and details related to DEC’s Residential Electric Vehicle (“EV”) Home Charging Rebate and program. The slide deck for the stakeholder session is attached hereto. During the stakeholder meeting, attendees asked questions about the use of radio-frequency identification (“RFID”) card readers for use of the Companies’ DC Fast Chargers. The Companies clarified that they use an app to identify charging station locations and for use in paying for charging. Attendees also had questions about the chargers’ network connectivity. The Companies noted that the sites use cellular connections with boosters installed where signals are insufficient.

## **III. Status of the Programs**

The Commission approved the DC Fast Charge program for both Companies and the Residential EV Charging program for DEC in October 2020. As reported in 2021, since the DC Fast Charge program was approved, the Companies conducted a Request for Proposals (“RFP”) for EV charging equipment hardware and network software. The Companies also selected sites based on highway corridors, geographic spread, site hours, lighting/safety, amenities at the locations, among other factors. As of the date of this report, there are four operational DC Fast

Charge sites with eight DC Fast Chargers in DEC and three operational sites with six DC Fast Chargers in DEP. The fees collected from October 1, 2021 through September 30, 2022 are \$2,186 for DEC and \$5,177 in DEP. Eight sites in DEC and four sites in DEP are in progress. None of the participating site hosts have opted for alternative pricing from the Fast Charge Fee.

As for DEC's Residential EV Charging program, the Pilot program began in November of 2020 and will continue to run through November 2023. 282 customers are currently enrolled in the program, and the application window closed on November of 2021, so no new customers will be added to the program. The program includes a component by which DEC requests that customers curtail charging during peak periods as determined by DEC; this "influenced charging" component has been very successful thus far, with a greater than 95.7% compliance rate. The "influenced charging" has also reduced the percentage of EV consumption during peak hours by 77% since program launch. A recent customer satisfaction survey was distributed to our participants and results show an overall satisfaction rate for this program of 91%.

#### **IV. Conclusion**

The Companies' implementation of the ET Pilots programs thus far has been very successful, and the Companies look forward to continuing to implement the pilots and better understanding the grid impacts of serving EV charging equipment and customer charging behavior.